

From: Ryan Hostetter
Sent: Monday, June 06, 2016 8:28 AM
To: Ramona Hedges
Cc: Ellen Carroll
Subject: Fw: Cumulative Analysis: Visual Impacts

Ramona - can you PDF and save this in the folder with the naming convention and print a hard copy for the file? This should be uploaded for the PC to see on the website.

Thank You,

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From: Laurance Shinderman <lsinderman@sbcglobal.net>
Sent: Sunday, June 5, 2016 11:37 AM
To: Ryan Hostetter
Subject: Cumulative Analysis: Visual Impacts

I hate to come across as a dog who just won't let go of a bone; but I have disagree with the conclusions stated in 4.1.7.

"Although the the Rail Spur Project (why this is called a Spur and not a Rail Terminal is galling) would have an adverse effect on the open space scenic vista and character of the site, it would be part of an existing industrial facility, and would not be out of context with the exiting visual character of the area. As a result, the cumulative visual impacts would be considered less than significant."

This should be in creative writing and not in an FEIR. The unloading shed will be at the terminus of the coke field; and then 5 tracks will fan out over 27 acres and more than a mile into what is now panoramic vista of grazing land, dunes and the pacific ocean in the distance.. We will then have an active rail yard in operation anywhere from 3 to 5 days a week; ringed with lighting stanchions, lighting up the night-time sky like a movie set. Adding to this, 34.5 hours of diesel locomotives active 11 to 12 hours a day jockeying cars about for un-loading and then re-coupling them for a return trip. (The actual hours of operation are in the FEIR...3 diesel locomotives in concurrent operation.)

The refinery currently is a blight, but it has been there and is for the most part a passive operation. The addition of a rail terminal and all the supporting structure including a "bad order track" for repair and all the noise that would be associated with that function

is not part of the existing industrial facility. It's part of Phillips 66 Crude by Rail Strategy and the visual impacts would be significant.

The views will be discordant from public viewing areas. The original Arcadis report described the black gash of mile long trains as a horizontal, linear discordant coloration. That was creative writing; but there is no way to say that this is part of an existing industrial facility. It's an intrusive active train yard.

Please add this to the public record.